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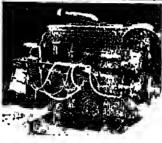
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ਸੰਚੰਸ਼ sale, several secondhand marine engines, various sizes. Telephone: office Peterhead 2339 or house St. Fergus 307. GOOD buyer of quality pollock, moked, wet, filleted or whole, 'elephone: Grimsby 50551.

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RECONDITIONED Lister FR3 diesel with new 2:1 reduction gearboe, 1880, Atkinson Engineers, telephone Bromham 582 (Wilts).

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March 11, 1977

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October 7, 1977

Est. 1913

LEADING representatives from all sections of fishing and ancillary trades are being invited to GARDNER/KELVI discuss problems facing the industry at a series of & ALL BRITISK | monthly meetings in Edinburgh.

The sim is to work out a joint strategy on which action could be taken to protect the interests of the industry.

The idee for an industry 'think tank' come from the Scottish Fishermen's The idee for an industry think tank come from the Scottian Fishermen's loganisation when six man were having e 'no holds berred' discussion, on fishing at its headquerters. Taking perk were: Jim Lovie, (SFO chief extensive), W. J. Lyon Deen (chairman Herring Industry Board), Gord lakson (Mallsig and North West Fishermen's Associetion), George Hunter (Sheland Fishermen's Associetion), Jim Slater (Skipper Setti Mori) and lain MacSween (SFO Economist).

lim Lovis told Fishing News: "The outcome of our exchange of views, cominced us that something really worthwhile could be achieved for the industry by extending this facility for the closer examination of ite problems, a flections of the fishing industry. We intend to secure for the fishing industry a united and formidable body of top-rank authority."

The October and November meetings liave been elready set. These will deal with economics and low respectively. The invitations have gone out and representatives have been delighted to attend said Jim

"The Edinburgh setting for the meetings, emphasises the shift north in the balance of lishing power," he added.



facing a bleak winter with imited supplies of wetfish and are bracing themselves to pay quayside prices of £100 per 10-stone kit — end possibly more. On e vary short cod market recently e metchant psid 281 per kit for juding fresh top quality their rod. Ironically the metchant, who wished to remain any part of the metchant, who wished to remain any part of the metchant, who wished to remain any part of the metchant, who wished to remain any part of the metchant, who wished to remain any part of the metchant and the metchant and

main secrymous, bought the after an absence of nearly the for a special export order! ten years is seen es

Crail grant CRUMBLING Creil harbour

ten years is seen as anuther indication of the desporate search by the USSR for areas to heke in the south-west Atlentication. operate her huge fleet of tic. In the first part of 1968, trawiers and factory the USSR end Argentine

trawiers and factory the USSR end Argentine ergued over the limits cleim. Telks broke down and in 1967 Soviet fishing of the rich hake grounds off the Petegonie Shelf persueded Argentinen to join Chile end Peru in cleiming e 200-mile limit.

The Russiens, in 1967, shot in her bows and wes shot in her bows and wes ceught over 500,000 tons of the USSR end Argentine ergued over the limits cleim. Telks broke down and in June 1968, the Argentinlen destroyer Sonto Cruz chessis two lerge Soviet fectory travelers. One got ewey but the other, Golfstrim, took e shot in her bows and wes ceught over 500,000 tons of within e month Soviet

Crucial talks

VITAL fish talks took place in London this week between EEC Commissionar Finn undelauli and Minister of Agriculture sheries and Food, John Silkin.



The talks were ataged as a prelude to en important meeting of the EEC Council in Luxembourg on October 24 and 25 which, will exemine the question of the Common Fisheries Policy. According to national newspaper reports, a fremework deal was set up for British fishing during the London meeting. page 3.

fishing all but stopped in the area, and, since then, culetanby her fleet in the region have

by her fleet in the region have been negligible.

Now the 200-mile limit is widely accepted but Argentinia is once again having to contend with what looks like a fishing invasion. By the beginning of this week aix Soviet and two Bulgarian traviers had been arrested; shots have been fired and one things fine in the fire and the traviers had been fired and one things fine fisher main is shots have been fired and one Buiga fian. Tish erman is reported to have been sined. Also three Argentinians are reported drowned attempting to beard a trawler. Among the Soviet shifts involved are the Danish-built carrier trawler Procopyees and a similar type of ship

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TREATY BOUND

THROUGHOUT the protrncted wrangle over revision of the Common Fisheries Poilcy, British ciaims for a wide exclusive limit have had something of a hollow ring about them. For it now seems that we have not been free agents to negotiate on this basls.

This follows the signing of the European Fisheries Convention back in 1964, which saw the extension of British limits from three to 12miles. At this time traditional rights were given for boats from Belgium, France, Germany, Ireiand and Hoiland to fish up to six miles. The fact is, we are still bound by this convention and the Government has no intention of renaging on

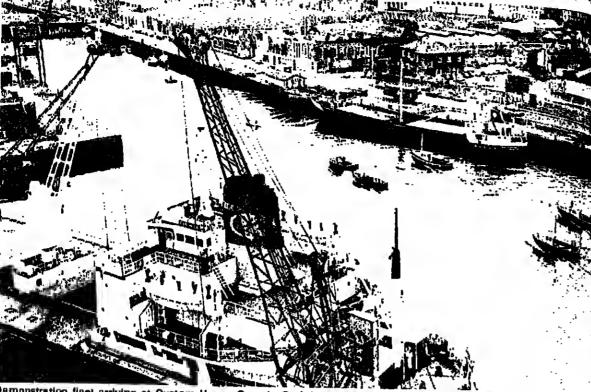
Now it seems that any deal with the EEC means the recognition of these outdated rights and puts paid to any hope of exclusivity be youd six-miles in certain areas.

SEEING RED

tory ships to come in and process British-caught mackerel. While there is always some sensitivity about Russian fishing methods, we believe orders coming in to this type of operation is an asset to British Bord

been something of a saviour for mackerel protest march through fishermen who have been catching more than the local markets can handle.

One of the major problems with the south- Cork coast took part. west mackerel is that there are not enough markets for it - so why complain when a new



Damonstration flast arriving et Custom House Quey in Cork harb

FISHING NEWS

SINCE THE deadlock with Russla over Barents Sea Fishing, some sections of the industry, especially in the South-west, seem to be getting hot under the coilar about plans for Russian factory ships to come in and process British-cought this type of operation is an asset to British fishermen. Off the west coast of Scotiand, a Russian factory ship taking on Scottlsh caught fish has been something of a servicur for machanilation of a servicur for machanila Cork City. 400 people, representing coastal communities around The protest arose hecause of the uncertainty over the future of the boat building industry and the feer of reduce

Tha yard is now completing two 80-footers and an 86footer is on the stocks heyond that there are no

orders. Its working force of 90 fear that at least a third of than will ba made redundant. Thraataned lay-offs cerliar this year were only averted by

a last-minute order.
A amall flotilla of inahore boats sailed upriver from Cohh to join tha demonatraion, representing Cork Harour fighermen.

Problems

The march, through the cantra of the city was aimed at drawing the attention of he urban worker to the problems of the fishing in-dustry and underline that housewives would be paying but we didn't owe any living more for fish if a 50-inile to the foreign boats oither and mit was not granted.

Banners carried in tha narch, which was led by the 3.J.M. boatyard workera,

built in Holland, the 4000-ton Frans Hols.

The chips involved in the Irish Fishermen's Organization. Hassid that Ireland had the Irish Fishermen's Organization. Hassid that Ireland had the Irish Fishermen's Organization. Hassid that Ireland had the Irish Fishermen's Organization of the Irish Fishermen's Organization. Hassid that Ireland had the Irish Fishermen's Organization of the Irish Fishermen's Organization. 1968 incident were also in the same class as the same class as the Prokopyeusk, and the rasistance than ae now may be because the ships are not actually flehing.

Busis May 2009 the Putch had got the learner to the putch had got the putc

said that the good run of herring being experienced off the future and which was effecting the ment should not dacaive anyone. It was only one area found that Salaman also to heak out of the found that Salaman also to heak out of the said that Salaman also to heak out of the said that Salaman also to heak out of the said that Salaman also to heak out of the said that Salaman also to heak out of the said that Salaman also to heak out of the said that Salaman also to heak out of the said that salaman also the said that the good run of herring the good run of h

The Dutch particularly worst. Ha claimed that not a the similar were also gaining. What he single keel had been laid in the John R agents.



The Guardian newspapar on Guardian report, extends to livesday, this is part of a UK vessels such as those partage agreed between EEC from Humbareids and lisherles Commissionar, Scotland which have divarted ling Guardian and Minister to the south-west mackeral Agriculture, Fisharles and grounde over recant years.

od, John Silkin at a private Last week Mr. Silkin wee in Danmark for talka with the Danish Miniater of Fisharies Although Britain'e claim Mr. Jakobsen and the Danieh has 50-mile axclusive limit Minieter of Agricultura Mr. Mirmains on the table, tha Dalssgar.

Heport says that officiale "Tha futura of fieharies in

According to a report in "Historic rights" saya The

der a restructured Common Fisheries Poilcy. For communities heavily

dependent on fishing, special quotas will be given in areas between 12

tepit says that officiale phistely egree this demand a set of the question.

At e press conference last ret, Mr. Silkin again confirmed that Britain ie aeking for a 12 mile axclusive limit with e description of their livelihood. I emany people depend for their livelihood. I emany people depend that Britain and to Denmark, eaid Mr. Silkin.

"Each country has a cubstantial fishing flast upon which many people depend which many people depend for their livelihood. I emany people depend that the province of th with e "dominant for their livelihood. I em anx-printed" out to 50-miles. ioue that we ehould have a now a seems he hae had to good and constructive discustim his demands evan sion about our raspactiva infurther. The latest packaga is tereste before the spacial
understood to give Britain e meeting of the EEC Council
12-mile limit eubjact to in Luxemhourg on October
"historic righte" of other 24/25 et which the Council
Common Market fisharman will he exomining the whole -shich means up 6-milea in queetion of the Common some cases. Fisheries Policy."

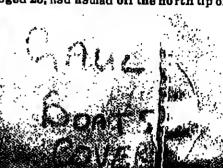
OURTEEN Humberside freezer trawiers are ing mackerei fishing off Cornwall in the next Wesks — but there is a local move to keep

Rulations to be extended in Starwood Flaberies Star

Starwood's joint managing Media be among the first Alistair Gunn are now set on it is understood that upping their share of the UK

ON HER return from the distant-water

grounds lest week the Fisetwood trawler Ello Hewett brought in a plecs of canvas marked "Gaul Boats Cover" (Picturad below). The vaessi, commanded by Skipper Harry Buckley, aged 25, had haulad off the north tip of



Norwsy when hos'un Alan Dutton eaw the canvas cover on the deok with the

He handad it over to the akipper who, on the vessel's errival in port handad it to the local Depertment of Treds and Industry.

Skippar Buckley eaid: "We had com-pleted a four-hour haul and our position was 73 mins 30 secs north and 23 mins 40 secs east — about 75 miles north-west of North Cape. We could have picked it up anywhere elong our 10-mile track as we towed. Wa had heen working in 140 fathoms.

in London a spokesmen for the Dapartment of Treda end Industry said: "First we will ask the owners of Gaul if they can identify the erticle. If there is a poseibility that it could be from Gaul it would be examined by the Marine Survey section of the department.

It is, however, not likely, evan if the find proves to come from Gaul, that it will result n e naw saarch for the vessal's wrack.



SMOKEO SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

I recently experienced the discomfiture of an appalling, unpleasant 48 hours, at the end of which time I felt old, tired, washed-up and ready for the woolly dressing gown and carpet slippers in front of the welcoming coal fire - or even more ready for the knackers' yard. ("Poor old devil !"

And yet, looking back, it all started out so well: the auguries portended favourably, my oun seemed high in the sky and all appeared well with the world,

It was, as I recall, a Wednesday, and for some time lovely Angelo wicked Potter and I had been looking forward to making a few business calls and, afterwards, to the luncheon invitation from the Waitre Chef of the Luncheon Matrapala Hotel, and Angle had decided to suspend her dist for a couple of hours to please our host; although at 5'5", and carrying only 9 stone, she's trotting pretty.

Prior to our lunch we had been invited to sherry by an executive of a large emporium in the Oxford Street hasbah and earlier, at 10 o'clock, we were to be coffee guests at the Pyrtman, where the new food manager was making thinge tick.

At 9,20 a.m. Angela entered, smiling. She said the previous night, having read a book on the life of King George II, she was struck by my likeness to the monarch - not physical, but in ways and manners - she gleefully read the passage she had copied; "He took the greatest pleasure in counting hie money piece by piece; and he quarrelled violently with both hie father and his son" ... I thought it was high time Wiss Masty and I got on our way !

Everything went eplendidly at first and many of our hoets said I looked nearly as young as Angela although, of course, they just could have been attempting to flatter me. But sadly, when we arrived at Salfradges our man was off sick, and later, even sadder, we learned the Watrapala Chef had broken down in his rotten our ani couldn't get up to London to feed us. Manque de Chance ! On our return to our room in Queen Anne'e Gate calamity struck - hard ! I had. somehow, comewhere, lost all my keys - petty cash box, home, car, the lot.

theretad and urgent phone calls to the police, two pubs, the many customers we had visited, and London Transport, brought no joy and I had to bus over to son John in Canonbury to obtain his duplicate set for entry to my flat. Then I had to chase around to try and find the numbers of my car door key and ignition key.

Armed, by the end of the day, with this information, I pedestrianized along to my local garage who promptly out me a new set which I tore home with and, joy of joye, both worked, so I was again with wheels, and assured of a night's kip.

The following day, Thursday, I motored straight to London Airport to keep appointments; the result of my visite would have cheered a Certain Person (an order o day keeps my Chairman at bay') but I was less than oheered when I finally got in the our and immediately broke my new ignition key in half in the look !

I just sat there; like a Zombie, looking and feeling an utter guarter-witted imbedile, and more than a bit defeated. Got out, older than when I got in. and managed to find a most skilful and helpful mechanic, who extricated the tail-end of the key which was embedded deep in the look.

A good Samaritan who was just about to leave the Airport for London gave me a lift to my garage - blese him - and within three hours I was clutching another set of speedily out keys. Then by drouded train from Eurla Court Station to Houndlow West where I picked up a bus which took me to the Heathran Hotel and from there a tiring two miles walk to the car ... in pouring rain.

Joyfully, the new key worked at a touch - a frightened, apprehensive touch. I might add - and I was home, if not dry, by 8 p.m., where I went straight to

bed, one degree under, and alone.

And after the days tribulations, dawn glad of it.

W. S. A. C. All.





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built in Holland, the 4000-ton

principle of tha aconomic zona, but the Argantinian claim is also a territorial one and ie therafore bayond what moet nations will recognise.

• MR. B. E. McCANN. (59) head of the oatering department of Hull Nautical College for the past 25 years diad at his Holderness Road, Huil, home on Tuasday.

. He taught most of the preseot day cooks serving with



The fisherman who took pert in the 50-mile limit ment.

from the afforts being mada hy the industry. No one owed us a living,

they were only poaching our The march was supported

damanded improvamenta for Union local fishing communities and aach group carried bannare demanding e 50-mile limit, as

the Dutch had got the largest share — £60m., he claimed.

Spaaking sfterwarde to but Ireland was not unique in fishing News Mr. Murrin the uncertainty which said that the good was 6 hour fish among fait about the uncertainty which fish among fait about the uncertainty which anyone. It was only one area found that fisharman were and was being gained only bacause the Iriah fishermen had observed restrictions and; in the yards and the Dutch, voluntary curbs.

He eaid that Britain also to break out t

by the nation a biggast union, THE FIRST Humber a united requast of the fishing industry.

The meeting which followed was addressed by Joey and was addressed by Joey and

hen outside six-miles. Falmouth MP, Mr. David And, has told Fisheries in the Mr. Edward Bishop ist there should be a coma han on freezer-trawlers inside a eix-mile . Mudd pointed out the

Common Market rules laid drag that there could be real consideration for local that special consideration for local that special consideration wherever the special pattern, such as this common to Cornish there.

ABERDEEN'S newset fish processing factory was officially commissioned last Seturday by American fish firm exacutive Charles Gordon,

where vessels' and for-like to lish inside a six-

This is based as much on Mity as on conservation,

the been preparing for a market:

The present Starwood market:

The present Starwood employe about 280 people cuite a difference from their former premises where they employed 90-120.

Be also asked for the new of Booth Figheries.

sincs April.

At present about 60 per cant of frozen fillet output la going for export, mainly to the USA and Europe, but

is fourteen freezers goackerel fishing. BUT
four the Boyd Line and
the Hamiling there each,
before two.

Be

March 11, 1977

new

That's Ruston proge

Ruston Diesek Unite

SIZE CONTROL

in island waters.

grossings from trips to

On the seme dey the pocket

trawler Rosomondo, Skipper Ken Beavers, elso did weli when she lended 359 kits — 27 of heke, 110 of heddocks,

40 of whitings end 100 of coley — which sold for

There was also success for one of the port's letest pair teams — Ideno and Norino.
The former vessel (Sk. Gordon Wignall) landed 676 kits.

nciuding 400 of cod and 170

of heddocks, which sold for 223,505 while Noring, with

Skipper Bill Reader in command, had 776 kits — 15 of heke, 270 of cod, 160 of hod-

It praved a good wook for stern trawler Irvana which,

under the commend of

grounds.

The Statee parliament Proposels concerning the deposition of muliuscon decided unanimously to deposition of all non-incal shelifish from outside the adopt the Sea Fisheries molluscon shellfish in island. The movement of such Committee's proposals which will limit the epproved. marketing eize of apidar will control under licence the are detected. crebe to a carapace length

Councillor Alastair Mackey, president of the SFC said: "All that is really proposed is thet Guernsey fiehermen should discard ell live epider crebs back to the sea, which ere too smell to be narketad.'

Lest year apider crabs formed 56.6 per cent by weight of all fish exports and 42.1 per cent by value. In these circumatences the SFC believed that the question of a minimum size required very serious consideration.

Proposals

While heving some sympathy with the Guernsay iahermen's Association who opposed the propossis, the SFC believed that not all shermen subscribe to the official view of the association.

millimetres, which le equivalent to an unstretched overall length of 23 cen-

£50 reward offered by Amble skippers

FISHING boat skippers at Amble ere offering a £50 rewerd for information after vandels cut lose four seine net boata worth e total of 200,000.

The four boets were found irifting in the herbour but fishermen maneged to eccure them before they were Skipper Victor Dingle, has

dameged.

Skipper Oeorge Hendyaide, whose bost Radiant Morn was cast edrift, said skippers may have to conskippers may have to consider keeping a nightly vigil at the harbour to prevent further scts of vandelism.

FLEETWOOD'S near-water trawlers (Sk. A. Barkworth) also went stole the port's lan-to Rockell end returned with dings limelight last more then 660 kits, including week with big 500 of haddocks, which sold for £16,369.

Guernsey waters were also shelifish within island waters

proved. will be uncontrolled unless This means that the SFC diseased molinscan shollfish

the West of Scotland There was only one lending by a distant water trawler Outstanding was Andrew during the weak. This wes Wilson, commanded by Skipper John Banke, which made by tha side trawlar Ello proposele to bring Guernsey into line with the UK on the mathod wheraby lobstare ere measured.

A ceptured lobster muet meesura at leget 80 millimetres, which leget 1968.

Skipper John Banke, which leget 479 kits, including 10 of hake, 10 of plaice, 160 of haddocke, and 230 of coley, for e grossing of £12,423—one of the vessel's plagest trips eince ehe was completed in 1968.

Vinter reporting cheme dropped **Just right** "In every sad case when e boet and crew have been iost in this aree in the lest ten years, there has been some deiey in edvising tha coastguard and the start of invastigetion end seerch.

"We all think thet e seerch for survivors is most likely to be successful if it is a suggestion discussed at the surgestion and seerch.

"We all think thete eseerch for survivors is most likely to be successful if it is a suggestion discussed at the surgestion and seerch.

"In every sad case when e to take them 'closer to the national averaga industrial esrnings'.

To back up their claim the lumpers did not report for work lest week until 8am. each morning, which resulted in fish seles going on until the efternoon with e resultant.

The men want e new pay deel to teke them 'closer to the national averaga industrial esrnings'.

To back up their claim the lumpers did not report for work lest week until 8am. each morning, which resulted in fish seles going on until the efternoon with e resultant. golsion to abandon Fishermen

me for veesels fishing ne North Sea grounds net with strong dis- blamed royal among a graat skippers along the dred per cent cooperation: sh north-east coast. sometimes we didn't heve fift the myetery remains ty...and I might add thet no

made the decision? single skipper remambered to report 100 per cent of the time. Grounds' end deted "I'm very diseppointed,"

wher 28. Commander Ken Lowa continued, "I Woolkombe, East would have liked to neve seed it work for their sakes, but there are so many icopholes there are so many icopholes wer. I write et the start of loges in the Liaison which have been the fisherman, or it could, with the Scottish apart from being ineffective.

The new led said thet, it must change of position, while already on the grounds, warpards have hed no whereby en emergency would lead to e possibly irreconducts in what could have cilable situation hetween

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for survivors is most likely to One suggestion discussed with the minimum deley.

in such an operation...it simply hed to heve absolutely maximum co-oparation from ly action if necessary.

be auccessful if it is started the queyside this week is: effect on prices. with the minimum deley.

"If the coastguerd is contacted (normally through the coast radio stetion) at an cepecity to Mirando, who aarly stage by a bnet in different ficulty due to weather, off Iceland."

The the skippers, who is received a reason of the skippers, who is received a reason of the coast radio stetion our men on the North Ses?

Owners' Association, which employs the men, said the collapsed and died at sea claim, ea first presented, represented, represented as the vessel fished off represented as the vessel f

tervals. This will permit time- family on board, this could be | by saying that they were not | Gift whore a post mortem action if necessary. yet another issue to put on "The same applies if you thair list of parliamentary what a claim represented all leaves a wife and three depended from which way the daughtors."

FLEETWOOD was hit figurae were looked at. They lest week by an industrial wanted a re-structuring of dispute involving the weges, with a productivity port's 140 fish lumpars.

Lumpers want

efternoon with e resultant Mr. Gordon Potterton Ficetwood's Fishing Vessel Grimsby distant water

damage to equipment or any For the skippers, who there cause, redio contect will sometimes have up to four or be meintained at reguler in
even more members of the But the lumpers countered Honingsvang by Northern

with the Scottish apart from being ineffective, prove to be downright dengarous!" The Diatrict Officer day skipper opposing any skipper opposing theme. The Diatrict Officer demonstrating a hypothetical case of failure to report e change of position while

From every port the story is the same - "Fishgraph K" is the services of the reporting success of the r

Auto-pilots -new mu tee appointed managing distors Christian Salvesen Skiffods) Ltd. Mr. Gray succeeds Barry

ally who held the position has years. Mr. Sealey conte cold atorage division at



indenied by Iceland

the surreptitiously end Chustmes presents.

This year, bowever, much the two mooths.

This year, bowever, much to the chagrin of the fish merchants who forsee a locally

county quite openly.

Ihe whole question of ladic imports recently leadic imports recently leadic trawler owners and pessed fish merchants who hands their ban on leading trawler bands after Britleh leadic 200 mile limit et ladic 100 mile limit et ladic 100 mile limit et lawler lave always land mil Christmas. There is leaded frozen fish leads owners, for supporting the lumpers of the giant TGWU, who handle the frozen lands declined to implement any ban and hendle the fish in the seme menner se any other routine cargo.

Mr Olgersson also slammed BUT, the UK'e largest fishing vessel owners, for supporting the lumpers ban at Grimsby while its parent company. Associated Fisheries later is ceignful fish likely to creete une moloyment on the processing side, the lumpers heve so far refused to lift their ban on Icelandic vessles. The dockers on the other hand, like the lumpers members of the giant TGWU, who handle the frozen land declined to implement any ban and hendle the fish in the seme menner se any other routine cargo.

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Risisby's Icelandio has elways been e big de-coul, John Olgerseon, mand for this fish and even recked shout trade and etorea used to benefit con-tilional oewspapar siderably es the crews spent ion of very heavily from th elendlo fieh had grossings on consumer goods

defined it had entered serious shortfall on locally county quite openly.



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MILFORD Haven had some excellent roker Iandings last week which resulted in the vassels groesings averaging more than £5,000.

Top ship wes Picton Seolion, commanded by Skipper Trevor Selter, which

Section, commanded by Skipper Trevor Selter, which returned to port with 163 kits. Including 10 of cod, 25 of whitings, 70 of roker, five of turbot end brill and 20 of plaice which sold for £6,202.

Earlier in the week there ware good grossings by Norrard Star. (Sk. John Rogers) and Jadestar Gypey.

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"We than intend to install a small wheelhouse and whas!

"We would like to fit hydraulic stesning gear but, sftsr considering some quotations, rackon wa cannot

tion on types of wire and mechanical staering gear svailables for boste between 30 and 40 ft. long and sources of supply for components."

The simplest kind of wheel steering gear consists of a wirs, connecting yoke or quadrant on the rudder to a ahort shaft on the stsering

Almost as simple is equip-ment consisting of a chain running over a sprocket or gypsy fitted to the staering gypsy fitted to the staering wheel and connected to rods which in turn are connected

to a tiller on the rudder stock. Both these types of gear are comparativaly insxpensivs, simple to install and easy to maintain while at the same time being complately

foolproof.

More sophisticated steering gear consists of spiralied steel able which transfers pull on the steering wheel to a quadrent on the rudder.

In some cases the cable runs in a nylon liner which is contained in plastic covered flaxible steel tubing. The ceble runs over a fine-toothed wheel incide wheel inside the stesring box which snaures effortlass steering and minimum backiash.

Steering boxes used with this type of gear can be auplied in cases whara only ons wheel is to be used, and also in those where wheels both inside and outside the vhseihouss are required.

Both are designed to be through-boited to a bulkhead and have an adjustable friction braks which gives the required drag on a whael.

Steering gear which is both efficiant and fairly simple consists of rods or shafts fitted with beval wheels which run from the rudder head to and through a eteer-ing column in the wheelhouss.

Ing column in the wheel nouse.

This type of gear is fitted in some fishing boats, mostly in apscialised craft like high apsad lobster boate, but is considered too expensive by most owners.

Stendard rod and bayal ateering gear usually consists of wheel, steering box, shaft brake and sliding universal joints. There is also a pedastei containing torque tubs, fixed universal joint, adaptor plate casing, reduction box, drag link with adjustable ends, tiller lsver and a numbar of

tiller lsver and a numbar of ruddar stops.

Standard wire stesring gear ia made up of wheel, optionel shaft brake, pedestel, base plate with idier sheaves for leading flexibis stainless steel wire to quadrant, and swagelsss stud terminals for adjusting tension of wires.

attach or remove from a lina as anap-on connector clipe but they do not completely encircis it and can be twisted off a lina by some fish.

For teking skats, conger and other powerful apecies, snap-on connector clips will probably be more satisfactory.

Although not made in Briadjusting tension of wires. Sincs spiral steel cable

ANYQUESTIONS?



low expansive.

The cheapest method to install efficient steering geer is, stall efficient steering geer is, therefore, to get wire steering tool for ntlaching it to clips. gear components and essam-

Should you prafer rod and out. bevel gear, you can get components from K. Foreman (Marine) or Matthway and lines are recovered by a regulation

All about

"YOU MENTIONED racantly that a longline flaherman on the weat coast of Scotland Intendad uaing anood clips or main line can be broken at olse who may operately anap-on connectors when any junction without difficulanap-on connectors when any junction without difficulilning for akate and con-

gear worked?

refrigsrated compartments or in traya containing ico until you start to shoot your lines. Bait will, therafore, not

become stale or be wasted if bad wasther, stc, prevents shooting lines immediately. Another is that lines can bo wound on drums instead of baing coilsd in tubs or baskets. Because snoods and hooks are not clipped on until a line is running out freely, risk of entanglament while

shooting is eliminated.

Spacing of snoode which can be varied, is a further advantage. They can be attached to lines closs togsther when you are after larga shoais of small fish in a particuiar area.

They can ba sat further apart when you are after big fish or think your quarry will be scattered over a large area. Small clips to fit 5-8 mm diameter lines are available from manufacturers in

Norway and New Zealand. These are aimost as easy to attach or remove from a lina

Although not made in Bri-

tein several typss, made in America for helibut, tuna and swordlish lining are available from Traneatlantic fishing systems, 42 Comfort Road, Mylor Bridge, Faimouth, Comwali The firm can not only supply various types of allp in slzes to fit 5-12 mm diameter lines but also heavy duty buckles and swivels.

Should you prefer to use

of synthetic libres, it can automatically rek

ges r components and essam-ble and fit tham yourselves. Inngliner works his goar by You can get them from shooting his lines es they do Simpson Lawrenca Ltd., 218
Edmiston Drive, Giasgow or K. Foraman (Marine) Ltd., Chapel Works, Braishfield, Romsey, Hampshire.
Should not be sent to sent the sent they do in Austrolie — from n drum on the after dack over a rolisr across the transom, clipping snoods drawn from trays close by to lines as they run close by to lines as they run

Marine Ltd., Marcury Harbour, Satcheil Lane, Hamble, Hampshire.

and lines are recovered by a regulation undargular pounts forward of qualification undargular take and lines are recovered by a regulation undargular pounts. In one Cornish longliner,

made of nickel silver wire. small craft.

Lines are made of spun nyion

an sys splice at each end. arrangement connects each lina to the next so that tha

"What are the adventages in using thess clips, who simply snapping on swivel Any 220 mstre length can supplies them, and how is clip gear worked?"

simply snapping on swivel carry more than 12 mg and anchor. This simplifies he must submit to me m One advantega of using clips is. that hooks can be baltad and stowad in refrigarated compartments or

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and with the fist oyater.

Inde this Summar has been

ON AUGUST 18 1 a

covered by the to

If a bostmen

taka anglers low MITTERS for Mr. Arro ragar-I would like to with the information about cobine can offer his customers the Luhr Janeen type 70 clips are used ou lines from 7-12 mm diameter and type 72 clips on 5-7 mm lines.

Snoods are 20 in. long and made of nickel silver wire.

I would like to this sequence for the following will as a sequence for the following the following the following will. I feal aure, be evident within the next year or so.

There have been some two committee size for the following will. I feal aure, be evident within the next year or so.

There have been some fealures in oyater farming and this has not helped create constants. In the majority did:

have to obtain a least thomselves and for E

lingsgete markst have

bins — and the Five years ago there was but

our siss where we now atocks have been laid down for

The loss of fishing grounds TYPE 5A WATERING to about h. I find it extraor-Mours and the UK Governhent totally ignore the fact that what is probably tha Wis dehest fishing ground with and, one trusts, will

Gri lo form fishing fisata applying mother-ships which,

we so loalend is a fact and was obvious for years that Bri-Meli nothing that Britain can tain, the Government, end the May, however, that British fecs it sometime or other. There is still time to do

Saverel birda may be killad with one stone: The British distant wotar trawling industry can be saved, some useful Infer, of course, to the conintel shalf around the building industry and finally, added laisnds, it is true that and by no means lasst, & wand lalands are a long way valuable British asset praservthey from British but the ed. The Falkland Islands have a design and East Garmans lovel and all British population loyal and all British population Now fishing that area and it and this country would be med

to throw sway such an asset. For our distant water Wake up Britain — all la not tirategy is needed inwing the building of large such es outlined shove for dis-other-ships on the Ruesian tant water fishing, we can build With the considerable up a fishing empire bigger end of deep-see trawlers better than ever, bringing more under-employed, it should money and employment into E. C. B. CORLETT IDr.).

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scademics or wise guys who thought they saw an easy way to make a fest buck when in of the Fighing Industry fact oyster farming can be very of the Fishing Industry hard work.

Snoods are seve some 25 persona next year's salas. Bome they come in the seged in full or part-time markets that previously sold only flat oysters are now selling pacifics all the year round. oyster has a greet future and if

Pacifics all the year round.

Clearly this situation has not been arrived et without considerable affort in growing in the professions out on top.

Contrary to some additional opinions we feel it sver good operator eviable proposition and to asill at about helf the price of flat oyaters.

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If of the Summar has been arrived et without considerable affort in growing wood, they such constant of the price of flat oyaters.

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The directors are 1. A.

McFadden of 12 Cairn Gardans, the distance of the working of this and to an arrangements that the quastion of appeal egainst the quastion of appeal egainst the quastion of appeal egainst the department of the authority that the survey or religing to the distance of the distance of the distance of the

I am confident the rock burgh last month.

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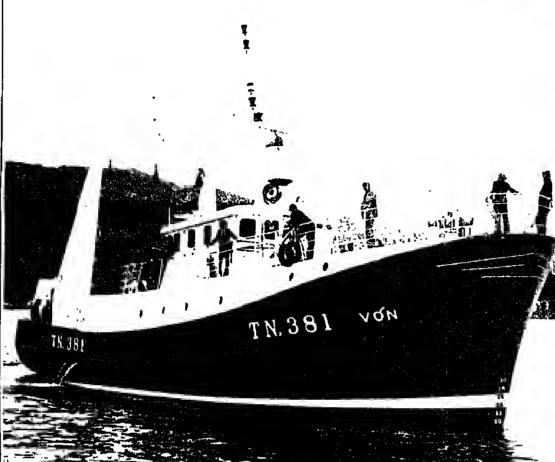
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Above: A view towards the stern of Vön showing trewl gellows, and the parforeted doors et the head of the stem remp.

Right: Repp bridle winches fitted on the centre line below the shelter deck. There ere place apilet rewil winches pleased on trawil deck level just aft of the anelter deck.



s housed on the port side. amidshipa on the ahelter deck Split trawl winches are placed on trawl deck level just aft of the shelter deck and two bridle winches are placed on the centre line well forward below the shelter

> fitted on the after end of the sheltar deck just aft of the

Strong towing gallows are fitted at the stern end a tall combined bipod gantry and funnel is fitted forward of this

fore peak, fiahroom, engine mom, and after peak.
This unusual layout hae

gsllows, a wire ie brought aft from each bridle winch.

A becket is put eround the belly and the cod end brought

One of the owners briefly allows the vessel to carry a ty steel, and all the steelwork single the carry and all the steelwork was short blusted and primed the doors are up at the net demago.

of fuel oil ie carried in engine room wing tanke, en engine room daily service tank, end

The fuel pumping aystem enables fuel to be transferred

Mirrleea Blacketone type ESL6M air starting diesel

Good Luck VÓN!

We are pleased to be suppliers to this striking new trawler

> All part of the COSALT service to the Fishing Industry.



174 Market Street, Aberdeen AB9 2FF

Telex: 73637

Best Wishes to the Skipper and Crew of "VÓN"

She is fitted with a

Bostrom WHEELHOUSE CHAIR



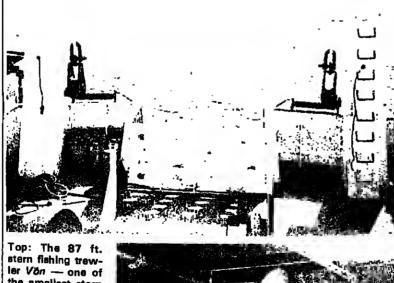
Ergonomically designed, double marine plated bafora pain ting, and effectively service free, the See Viking is built for a has vy duty working environ-ment and is widely specified by governments and fleat owners for all kinds of inshore nd dsap sae working vessals. Whathar you heve one boat or a ffaat, it will pay you to find out more from your local

THOMAS SCOTT & CO.

217 Cumbarnauld Road, Glasgow G31 2 UF Tel. (041) 554 1007

A new family of stern trawlers from Campbeltown

Campbeltown Shippard have recently completed this naw 87-foot stern trewler for e Faroese pertnership, incorporating many naw design features. Since building began on this vessel Farcese skippers have ordered three more to the seme design. These will be the first of a new less successful then the famous Campbel renge of selfner/galr trawlers — the choice of the skippers in the UK. 1 N. 381 CAMPBELTOWN SHIPYARD LTD. Treach Point, Campbellown, Argyll, Telephono: 0586-2881/2 | Telex: 779478



stern fishing trew-ler Von — one of the amalest stern trewlers in the Faroese fleat.



subdivided from forward into area. Right: Two of the owners, Skipper Peter The Von is equipped with ramp, and the raked soft noae been designed to suit the the new Rapp Autotrawl stem owners' special method of system which provides finre. working the gear end hendl- automatic control of the The

FISHING NEWS

fishing gear when towing and constructed from DNV quali

Although a number of rosion control treatment. tom each bridle winch. lerger etern trawlere heve The doors are unhooked and similar aystems, it is unuaual the bridles and thon the wings to find the equipment fitted of the net are hauled around in such a smell vessel.

he bridle winches until the At present the Von is belly of the net is lying along equipped for demeras I fishing but could easily be edapted

With e crew of six ahs will make trips of aome 14 days end will cetch chiefly cod, haddack, and coley.

deck, from where it is litted to up by use of the gilson blocke a on the bipod gantry and smp-ted into deck ponde at the hardware including wires, hardware including wires, hardware including wires, Here the throats of the fish are cut to permit bleeding to supplied by CoSalt, who also an bour later the fish are kilson blocks.

ab bour later the fish are placed on a conveyor for transport forward into the guiting area below the ahelter deck.

With an overoll length of 26.9 m. and length bp of 23.10 m., the Von has a beam of 7.20 m., moulded depth of 3.45.

based on those of the Campbeltown 85 ft. clase of shalves placed 80 cm. seiner trawler but ahe has

WYNN

Every good wish to the Master and Crew of the m.f.v. VÓN

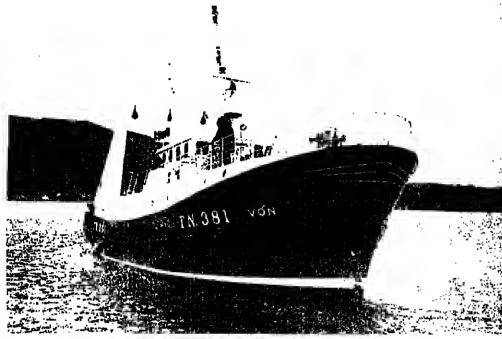
— From our viewpoint you've chosen the best!

WYNN MARINE SCREEN WIPERS STAVERTON AIRPORT, GLOUCESTER

FIVE WOODEN HULLS

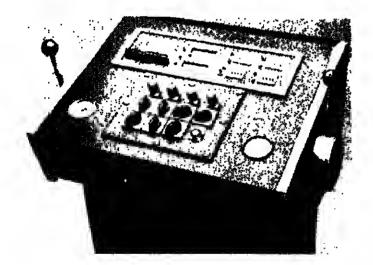
CONGRATULATIONS to the SKIPPER and CREW

'VÓN' —



We had the pleasure of equipping this fine bost with e set of

RAPP DECK MACHINERY



RAPP DECK MACHINERY

--- SPLIT WINCHES & AUXILIARY WINCHES

CENTRAL GEARBOX & ASSOCIATED HYDRAULIC EQUIPMENT

> Also included is our 'AUTOTRAWL' System



STATION BRAE, ELLON, ABERDEEN, SCOTLAND Tel: 0358 20717 Telex: 73355

Von-built to a limit

fixed Kort nazzle. Free run-

and gearbox.

Operate. The genr can be shower, and drying room, and the combined galley and of Lossiemouth assembled system until the dams reach a messroom. and supplied the two aux- pre-set distance from the liary generating sets. Each is besed on a Gardner 4LW is cantinued manually. engina which develops 62 hp ot a constant spead of 1500 rpm and has fresh water coolng and electric starting.

ne includes a, Stamord 20 kW 380 volt three- Sailor T126 R105 radio sides, deckhead and phase 50 Hz AC altarnator, a telephone; Sailor RT144 bulkheads with Megsfoam Gilbert Gilkes and R109 vhl rodio telephone; Gordon 300/875 bilga and Audix Intercom system; and generol aervice pump, and a Decce 350°F Track Platter. Alcoa aluminium potable Lucas AC90 24V alternator. DL91 Loron C Navigator, Mk Anothar Stamford 20 kW 21 Navigator, 450 Automatic 380-volt, three-phase 50 Hz Pilot with watch alarm, and AC nlteraatar and a clutched RM926 and 060 Radars. standhy hydraulic pump for

he deck machinery is driven 21 Navigators are linked to from the starboard engine. the Track Plotter which can An Ingersol Rand com- thereby utilise whichever pressor for the main engine signal is the stroagest in order air hottle charging is also to give the most accurate system, and Sesdog lifesoing driven from one of the aux position.

Charging is also to give the most accurate system, and Sesdog lifesoing equipment from the equipment at all to the reliance engines. Engine exhausts are led out through the wheelhouse includes a Ben

port leg of the bipod gantry. Amphitrite speed log, a
Electrically driven equipment in the engine room inseat, Tenfjord H115 ESG chides a GGG 300/875 bilge steering gear, Wynstruments nud general service pump, hlade type window wiper, nu Ingersol Rand air com- Helitron sterngenr clutch con-

pressor, and a hydraulic dou-ble pump for tha trawl winch Autotrawl system.

A Pyro oil fired central

Co. fishing light switch panel,
the main and auxilinry cagine heating hoiler slee provides domestic hot water. It can be used to pre-heat the main engina water aystem in cold was thar, and at sea the engine cooling water can be used for ha central heating supply.

All the hydraulic gear handling machinary is of Rapp Fabrikkar manufac-ture, supplied through Fishing Hydraulics (Scotlond) Ltd. of Ellon, who also supplied the entire hydraulic system. The type TWS 820/2165 aplit trawl winches each have ona drum with capacity for some 930 fathoms of 24 in. wire and a pull of up to nine tone.

Drivan by Hagland hydraulic motors, the

hydraulic motors, the winches have o two speed atepped control and are fitted with automatic apooling.

Tha type GWB 880 gilson winchas and typa SWB 1200 bridle winches are also fitted with one main drum.

A Rapp AW300 anchor windless is fitted on the fore end of the shelter deck.

Hydraulic power for the winches is provided by two

a is provided by two Hydromatic pumps driven from the main engine through the Hytek gaarbox. On a pump faeda the atarboerd trawl winch, gilson winch and bridle winch, and the othar pump provides power for those on the port side. One pump also powera the

pump also powers the windlass.

A Vickers pump on the starboard auxiliary engine feeds power into the main hydraulic system to drive the dack machinery for fishing gear retrieval.

All functions of the gear handling machinery can be controlled from a consola in the after end of the wheelhouse but the trawi winches can be controlled locally if need be.

The control panel for the Autotrawi system is fitted in

Autotrawi system is fitted in For innovations in aluminium. the fore part of the consider Alcoa first.

All the hydraulic valves, gauges and slarms, and the etc. in both control punels are main angine and propelle ning speed is in the region of interchangeable thereby cutlitch remote controls

11 knots.

A Francis 2000

Hydraulic pumps far the sparres which need he carried.

By use af the Autotrawl wheelhouse top, and Chalmit rubber cased floodlights see that a system the net can be set at a rubber cased floodlights see the fore end of the engine pre-determined depth. When through a Vulkaa flexible the vessel is turning, the coupling and a Hytek gest-system will autamatically arranged elong the rest. system will autamatically Arranged elong the part adjust the tension of the side an trawl deck level below A Lucas AC90 altarnator warns, and when the net the shelter dack, the scome for the 24V dc. electrical catches on a fastener the modation consists of systam is belt driven fram a winches will may out warm skipper's cabin, thres two-pulley hetwean the engine and an ninrm system will man cahina, toilet with

> Galley equipment include gollows and then the houling a Kempsale cooker, Elec trolux daep freeza cabinet Decco has aupplied and an Electra fridge.

almost oll the electronic Marep rubbsr ring requipment including Siarrad is fitted in the whe EQ38 and EL38 echo ond accommodation. Marep rubber ring matting a fitted in the wheelhouse

sonaders; Sinrad MC Scale With a capacity of 164 m Expander and Stornge Unit: expanded foam lined with aluminium and is fitted with

Both the Loran C and Mk watch to be unloaded with the use of a quayside denick

Safety equipment include a Halon 1301 fire extinguishing and also authorities. British trawler owners and

the vessel comes below 80 ft.

so the general design would be

ideal for Scottish 1e-

ALLAN HAIGH

& CO. LTD.

Moorfield Street, Halifax.

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Industrial Valves and

Electro-Mechanics

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Through Hull Fittings — Battery

Chargers - Alarm Panels -

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The fish pound boards you don't fish around for.

Alcoa aluminium lish

pound boards. They're

strong, light and

economical. And as

many as you want are

ready for delivery right

hygienic, easy lo clean,

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Limited, Nurseries Road,

Garrowhlli, Ballileslon;

Glasgow. Tel: 041-771 9361.

Shipa Radlators.

skippers have shown a considerable interest in Von. A spokesman for Campbeltown Shipyard said that the registered length of

First in the series — a 28- ft. 6 in. fooler — is now being com-

hull range - in wood. Gary Mitchell, who design-

helped start tha locally and from Ireland. change-over to GRP

for building smaller News that the new range of fishing vessals has hulla are very full bodied and sunched his own new dasigned for maximum carryed the big-asiling Cygnua

Merina GM range two yeara
ago, is offaring five naw hulla
from 26 ft. to 42 ft. 6in.
covarall langth. The top-ofcova Boat and craft in the

ovarall langth. The top-of- Cova Boat and craft in the the-lina hull will fall just Browaa Bros. of Paignton selow the 12m. Dapartmant crabber flaat. These are below the 12m. Dapartment of Trada safaty aurvay limit. Woodan boats up to 58 ft. The Mitchell 28 ft. hull for Mevagissey.

The hulls will be built at long.

The Mitchell 28 ft. hull for Mevagissey.

The Dapartment of Trada safaty aurvay limit.

The Mitchell 28 ft. hull for Mevagissey.

The Mitchell 28 ft. hull for Mevagissey.

The Dapartment of Trada safaty aurvay limit.

The Mitchell 28 ft. hull for Mevagissey.

The Dapartment of Trada safaty aurvay limit.

The All and woodan boats up to 58 ft.

The Mitchell 28 ft. hull for Mevagissey.

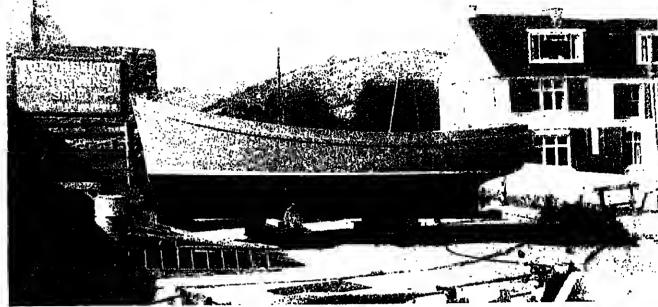
The Dapartment of Trada safaty aurvay limit.

The All and woodan boats up to 58 ft.

The Mitchell 28 ft. hull for Mevagissey.

The Dapartment of Trada safaty aurvay limit.

The All and woodan boat from to cut the prica of new woodan moaths, according to hull weeke ago, is the first hull
weeke ago, is the first hull
The All and woodan boat from the cut the prica of new woodan moaths, according to hull weeke ago, is the first hull
weeke ago, is the first hull-



Meyagissay, Cornwail, which ft. x 11 ft. offshora erabber rising and grants are getting arranged.

Britonnia for local owners mora difficult to obtain. Hulls The 42

The yard is quoting length would he almost delivery times of three to five prohibitive.

years age

CORNISH sheiifish

eason one of worst ever

with landings 50 per cent less than last year. Some men earning less than

HEADS of 1,450 cor-morants paid for by Cor-nish fishery officer in last

OYSTERS are the

heaviest drinkers for

their size eays professor. They consume 160 pints of water per day if the

SKIPPER drowns as

French trawler Le Toupic sinks off Breet, France in eight of land, Friends look on helplees.

PLANS for new fish-curing plant at Fairlie, Ayrshire given go-ahead.

temperature is right.

pound a day.

Mevagissay, Cornwait, which has a pacielised in wooden fishing boats for over 50 pears.

Hulls will be offered at any stage of completion and full fitting out plana will be aud 42 ft. 6 in. x 15 ft. 6 in. x 6 ft.; and 42 ft. 8 in. hull ia being offered to meat a aew damand for a big vessel abla to beat for a bi

arranged.

The 42 ft. 8 in. hull is being only aupplied by the Mitcheil

in.; 38 ft. x 14 ft. 8 in. x 6 ft.; and 42 ft. 6 in. x 15 ft. 8 in. x 15 ft. 6 in. x 15 ft. 6 in. x 15 ft. 8 in. x 15 ft. 6 in. x 15 ft. 8 in. x 15 ft. x 15 ft. 8 in. x 15

stories which appeared in

praservas both flesh and

HW3MGR2 diesel of 44 bhp. Her skipper, Alnn Furae,

iims to complete her in about

Recalling some of the two months.

He will fit her forward wheelhouse, masts, deck, etc., and she will be used as a general purpose fishing boat based at Mevagissey. He will work ray acts, lines and pots,

GERMANS gain herring monopoly at Floetwood with 70 per cent share in September herring Mevagissey Tosher-typa boat he built himself. Skipper Furse has a head

SATURDAY, OCTOBERS

FLEETWOOD fish dock opene to public on 50th. annivereary. Catching, iandling and despitch stages of fish industry on show.

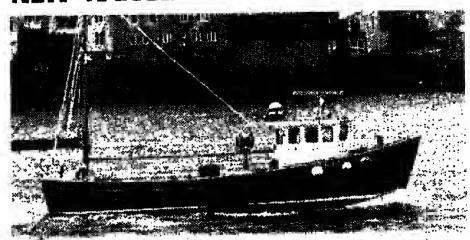
RICH cod reserves found by Anglo-Norwegian when it comes to working on Mitchell hulls. He served a full boatbuilding apprentication and the served a full boatbuilding apprentication and the served a full boatbuilding apprentication and despitch stages of fish industry on show.



Above: Gary Mitchell, designer



NEW RANGE OF WOODEN HULLS



26ft. x 10ft. x 3ft. 3ln. — 28ft. x 10ft. 6ln. x 3ft. 6ln. 33ft. x 12ft. x 4ft. 3ln. - 38ft. x 14ft. 6ln. x 6ft. 42ft. 6ln. x 15ft. 6in. x 6ft. 6in.

Being built by G. Parcy Mitchall and Sons, Designed by Gary Mitchell, designer of the Cygnus Merine GM range and other well-known vessels.

Write or phone for a quotation.

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Telephone: 072 684 2407

HENRY FLEETWOOD & SONS (MARINE) LTO MARINE ENGINEERS

Archibald

WATSON & DUNDAS LTD

suppliers of the main

electrical switchboard

to the m.f.v. VON

wish to congratulate

Skipper Peter Nolsoe

and his crew.

31 COLOUHOUN AVENUE, HILLINGTON ESTATE

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For the VÓN we supplied and essembled two euxillery generating sets, based on a

LOSSIEMOUTH, SCOTLAND

GARONER ENGINES & GILKES PUMPS

Gerdner 4LW engine.

FIRE EATER

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FIREATER SYSTEMS LTD., 18 HOLDER ROAD, ALDERSHOT, HANTS. TEL: 0262 314746/314767

FIRE PROTECTION SYSTEMS

NEW Huit trawler St.

Melante passes trial when
she covers measured mile
at 10.75 knots with
200 tons of coal aboard.
She will fish off Iceland. TO REQUIREMENTS OF CONTACT:-BRINE-FREEZING hallbut and salmon successfully used by American firm on Other sean system and

Catches and Prices

TOP LANDINGS LAST WEEK

Oistant water £34,517: Rosa Rodney, BUT (Sk. L. Edwards), 1,190 k, NC, 25 daya. £28,893: Spura, Consol (Sk. W. Hardia Jnr.), 933 k, WS, 23 days. £26,861: Aldershot, Consol (Sk. A. Call), 935 k, WS, 24 days. £24,322: Port Vale, Consol (Sk. P. Bianay), 775 k, WS, 24 days. 22,178: Barnsley, Consol (Sk. J. Hodson), 672 k, WS, 25 days. £22,020; William Wilberforce Boston (Sk. R. Evana), 752 k, 752, 24 days.

Ilddia watar

£26,996: Ross Cougar, BUT (Sk. J. Major), 907 k, W, 15 days. £20.651: Blackburn Rovers, Consol (Sk. D. Shora), 867 k, W, 17 days. £19,464: Ross Lynx, BUT (Sk. D. Coopar), 754 k, W, 17 days. £16,091: Hondo, Taylor (Sk. G. Drewary), 654 k, W, 17 days.

North Sea

£9,790: Lofoten, Lindsey (Sk. C. Nicholls), 230 k, NS, 13 days. £9,347: Lemberg, Lindsey (Sk. H. Paxman), 407 k, NS, 11 days. £8,147: Lovedon, Lindsay (Sk. G. Ireland), 223 k, NS, 10 days. £7,342: *Lepanto*, Lindsey (Sk. A. Wright), 230 k, NS, 14 days.

E10,605: Rasmine, Chapman (Sk. E1,106: Royalist, Hewalt V. Thomsen), 337k, NS, 17 days. Bedford), 335k, 14 days. £9,032: Arcona Bay, Chapman (Sk. E. Thomsen), 331k, NS, 13 days. £6,771: Bekimael, Consol (Sk. A. £24,416: Norina (Sk. W. Raader), Bojen). 205k, NS, 15 days. £6,234: Fourseas, Slaight (Sk. O. Thinnasen), 176k, NS, 18 days. £5,841: Elo, Danbrit (Sk. J. Jorgensen), 182k, NS, 15 days. £5,787: Scanboy, Sleight (Sk. P. Collins), 207k, NS, 16 days.

Pulfrey), 442k, and £13,353: Jean Scoti (Sk. P. Scott), 393k, both John R., NS, 16 days.

£13,707: Jacqueline Borum (Sk. J. Borum), 484k, and £13,583: Carl Borum (Sk. R. Borum), 511k, both Danbrit, NS, 11 days. £12,840: Samantha (Sk. H. Thinneaen), 353k, and £11,227: Tino (Sk. P. Thinnesan), 307k, both Richard-

son, NS, 13 days.

£4,403: Wardley, Consol (Sk. E. Lose), 110k, NS, 7 days.

£52,325: Ross Sirius, BUT (Sk. A. Osler), 1,505 k, WS, 25 daya. £37,290: St. Dominic, Hamling (Sk. P. Grayburn), 1,256 k, US, 26 days. £29,533: Arctic Vandal, Boyd (Sk. B. Hodeon), 1,000 k, WS, 26 days.

FLEETWOOD

Oistant Water £21,588: Ella Hewett, Hewett (Sk. H. Buckley), 700k, 23 days.

£22,090: Irvana, Marr (Sk. V. Dingla), 726k, 13 days. £16,269: Gavina, Marr (Sk. A. Barkworth), 660k, 15 days. £12,510: Wyre Defence, Wyre (Sk. D. Readar), 498k, 16 days. £12,423: Andrew Wilson, Hazael (Sk. J. Banks), 479k, 15 daya. £10,229: Rosamonda, Ward (Sk. K. Beavers), 359k, 14 days. £7,708: Royalist, Hewatt (Sk. A.

776k, and £23,505: *Idena* (Sk. G. Wignall), 676k, both Marr, 14 days.

£17,052: Birchlea, BUT (Sk. M. Taylor), 603 k, F, 16 days. £15,326: Ben Bhrackie, Irvin (Sk. T. Nelson), 509 k, BS, 23 days. £14,799: Ross Curlew, BUT (Sk. W. Peir teame Gardnar), 645 k, O, 13 days. £15,416: Golden Venture (Sk. A. £14,765: Milwood, Wood (Sk. J. Ogeton), 509 k, F, 16 days. £12,168: Glencoe, Marr (Sk. J. Simpson), 504 k, S, 15 daya.

1,100 bixos from 45 hoats.

Prices: seelected lamon sole, £6.80/£7; smsll, £4/£4.40; halibut, £15/£15, tūrbot, £17/£17.40; selectad plaica, £4.30/£5; small, £3/£3.40; witches, £2/£2.30; dabs, £2.20; akoto, £3.60/£4, per stone; lorge haddock, £23/£26; medium, £19/£24; amall, £16/£19.50; round, £13/£16; medium codling, £14,890; Suffolk Endeavour, Small (Sk. J. Soanas), 509k, NS, 12 days. £14,368; Suffolk Crusader, Small (Sk. A. Blowers), 467k, NS, 12 days. £13,908; Boston Sea Fury, Boston (Sk. V. Crisp), 485k, NS, 13 days. £13,549; Boltby Queen, Talisman (Sk. R. Abla), 477k, NS, 12 days. £13,149; St. Luke, East Coaat (Sk. B. Bowler), 419k, NS, 12 days. Small and Co. took the top three

places in trawler landings at

NORTH SHIELDS £15,100: Ben Edra, Irvin (Sk. R. Palmer), 34,396 kg, NS, 8 days. £6,635: Lindisfarne, Irvin (Sk. J. Bailey), 15,843 kg, NS, 5 days. £6,633: Congena, Irvin (Sk. A. Morse), 13,495 kg, NS, 3 days. £4,624: Condvan, Irvin (Sk. N. Morse), 10,205 kg, NS, 4 daya. £4,261: Bishop Burton, Nawington (Sk. T. Fairley), 8,282 kg, NS, 6

£3,756: Lothian Roae, Irvin (Sk. R.

Clarke), 12,385 kg, NS, 3 daye.

MILFORD HAVEN £6,202: Picton Sealion, Norrard (Sk. T. Salter), 163k, 13 daye. £5,600: Norrard Star, Norrard (Sk. . Rogers), 152k, 13 days. £5,429: Jadeatar Gypsy, Jonas (Sk. J. Brodie), 153k, 13 days. £5,417: Georgina Wilson, Jonas (Sk. T. Smith), 122k, 13 days.

£18,566: Arctic Brigand, Lieton (Sk. A. Wood), 878 c., NS, 12 days.
£16,059: Arctic Invader, Lieton (Sk. I. J. Babb) 778 c. NS/WC 13 J. J. Robb), 776 c., NS/WC, 13

£11,106: Arctic Crusader, Liston (Sk. P. Wanless), 595 c., NS, 13

GRIMSBY

Expected during the week from White Sea: Boston Holifox, Boston Phontom, Ross Kelly, Ross Kelly, Ross Kelly, Ross Kelvin, Ross Revers, Crystol Palaco, ERima, Osaka, Ross Genel, Ross Juna, Ross Juna, Ross Trafalgar, St. Glies.

Leopard, Ross Lynn, Ross Tiger, Yesso.

HULL Expected during the week from \$2,40,265,60,265

PORT MARKETS

FRIDAY,
SEPTEMBER 30

DUBLIN

711 boxes mainly from Howth and Skorries met a good domand.
Main variety was whiting. Prices: e85/280; aquid. 227; large ray. 22/230.75 (220.04); coley. 222.60/235.50; brill. 250; dogflah, 229.130/21.40; alins. 400/450; dabe. 6p/10p; cod. 21p/24p; dabe. 6p/10p; whiting. 225/228; am sil. 214/216; gar. 26; haddock, 240/253; consmall, 212; large haddock, 224; dec. 26; haddock, 26/248.50; small, 212; large haddock, 224; dec. 26; haddock, 26/248.50; amedium, 23b; codling, 237/238, amedium, 24b; dabe. 6p/10p; dabe. 6

LOWESTOFT
764 kits from three boats. Prices:
cod. £32/£42; large plaice,
£29/£33; medlum, £31/£66;
small, £32/£40; codling. £25/£42;
haddock, £30/£38; small,
£14/£28; large turbot, £105/£200;
small, £99/£99.50; brill, £46;
lemon sole, £63/£66; monkfleh,
£55/£60; dogfish, £15/£22; oatfish, £22/£26; per 10st kit.

October 7, 1977

£2.40/£2.60; monkfieh, £1.25/£5.40; lemon tell, £5.40/£5.70; sole, £4.60/£5.20; £3/£3.64; ekate/roke, ploice, £3.00/£4.80; per slone; haddock, £16.50/£34.50; amoli round, £14/£10.50; per box.

March 11, 1977

FRASERSURGH 1.100 bnxos from 45 hoats. Prices: selocted lamon sole, 224/225; medium, 224/2 ARBROATH

WICK
120 boxes from seven best
Prices: cod/codling, 216/27.80;
haddock, 213/219.60; whiting
£10; dabs, £9.80/£13, per ben
plaics, £2.30/£4.60; skain,
£1.40/£2.40; lamon sole,
£3.80/£4.60; per stone.

MACDUFF
460 boxes from 16 beets. Price:
lamon sole, £4/£5.80; plates,
£1.70/£4.30; debs, £1/£2.10;
monkfish, £3/£4.40; per store;
codling, £20.60/£22; email haddock, £16/£19.20; round small,
£16.00; whiting, £20.20; round,
£14.40; coley, £19/£20; per box. Sk. R. Abla), 477k, NS, 12 daya.

13,149: St. Luke, East Coaat (Sk. B. Bowler), 419k, NS, 12 days.

Small and Co. took the top three claces in trawler landings at coweatoft.

BRIXHAM

Prices large plaice, £5; medium, £5; amall, £4; turbot, £17.50; large whiting, £2.50; small, £1.00; lenon sole, £10.20; lerge Dover sole, £11.20; medium, £18.60; tongues, £9; brill, £8.20; sllpa, £12.50; roy, £3.80; squid, £4.70; mackerel, 90p/£1; medium, 70p; amall, 50p; bass, £16.50; per slone. LOSSIEMOUTH

150 boxes from two hosts. Prices codling, £3/£3.50; hedderk, £2.40/£3.50; whiting, £2.50/£2.70; monkfish, £3; per BUCKIE 270 boxes from one boat. Prices: large haddock, 24; medlum, 24.50; emoll, £2/£2.20; whiting, £1.20; lemon sola, £4.60; plaice,

ULLAPOOL 616 tonnss of mackers!; homemarket, 350 tonness tie 20; pet food, 100 tonness tie 5.70; fab mesl, 63 tonnes at 25.20; ilondyking, 217 tonnes at £8.80; per

WEDNESDAY, OCTOGER 5 NEWLYN

plaica, £2.65/£4.46; megrim, £2.10/£3.90; lemon sole, £4/£5.20; monkfish, £4.30/£4.40; skate, £1.90/£3.30; whiting, £2/£3.10; dabs, £1.60/£2.10; per NEWLYN
Prices: Medium whiting, E;
small £1.50; large macket,
£1.20; large/medium, 75;
medium/small, 50p; polled
large, £4.50; medium, £4.00; laye
pouting, £2; large lemon sole, £3;
inedium, £7; smell £3.50; large
Dover sole, £20; medium, £8;
small, £14; squid, £5.50; large
monkfish, £12.30; medium, £18; 270 boxes from four hoots. Prices: hoddock, £2.70/£3.90; whiting, £1.60/£2.85; plaice, £2.80/£3.86; mcgrim, £2.10/ monkfish, £12.30; medium, £18; smull £7; largs skets, £2.30; medium, £4.00; small, £4.60; large/medium, £3; amall, £80; turbot, £18; medium £15; large cod, £4.30; medium, £3.80; haddock, £5.40; long, £3.10; large heke, £5; medium, £3; small, £4; large fill, £9; medium, £3; small, £4; large fill, £9; medium, £8; small, £8; small, £8; large dogfish, £1.50; medium, £1.20; amall, 80p; per stone. £3.30; lemon sole, £2.70/ £3.40; mackarol, 70p; monkfish, £4.20; skote, £1.55/£3; dogfish, £1; haka, £2.10/£7.20; whole

BILLINGSGATE

£3.90; skate, £1.70; monkfish,

£4.70; large prawn tails, £15.50;

KINLOCHBERVIE

350 hoxes from seven boals. Prices: haddock, £2.70/£3.55;

LOCHINVER

prnwn, £9.50; per stonc.

small, £6; per stone.

KEY: SI Sear leland; SS Serants See; DW delivered. Average selling prices gulden cuttels, £8; filleted delivered. Average selling prices gulden cuttels, £8; filleted delivered. Average selling prices gulden cuttels, £8; filleted on merchants' stells; sules, kippors, £0/£6.50; selected on merchants' stells; sules, kippors, £0/£6.50; se delivored. Average selling prices on merchants' stolls: sales, kippors, £0/£6.50; selected tonguos, \$50 pt/60 pt; sllps, tonguos, \$50 pt/60 pt, sllps, tonguos, \$50 pt,

larga English dogfiah. 39p; barbouni, 57p; weng imperses 25.60/26.40; small, 24/24.60; 44p; per lb; fillets, plaice, 44p; per lb; fillets, plaice, 44p; per lb; fillets, plaice, 42/22.50; eprata, 27/27.84; cod, 27.70; hadded, 21.50/22.50; fresh herrings, 24.80/24.80; London cured dry per atons.

HERRING REPORT

Navy men learn the fishing game

A SKIPPER and hie son who carried

out a daring rescue in dense fog off the

Berwickshire coest leat yeer, are to

receive a top ewerd.

Skipper Peter Hood and his son, Peter Jur, of St. Abbs saved the crew of five after the £80,000 St. Monance based Vigilant

struck rocks near St. Abbs and sank within

Skipper Hood and his son were lobster

They Ined unsuccessfully to radio a war-

ming and manoeuvred to within a few feet of

the Ebb Carr Rocks where Skipper Tom

THE Weigh Sorter machine, produced by

Precision Engineering

Products, hea hit e

boom after three years

The machine, first in-stalled into a factory in

1974, has been e slow

starter but already this

on the market.

fishing in their bost, Sterina, when they saw Vigilant heading for rocks.

OFFICERS of the ning fishing in the 200-mile caught too many fish of a Navy's 16 fishery zone, are being run by the banned species.

Ministry of Agriculture, protection vessels are Fisheries and Food.

Special gauges for measuring nets and a list of registra-

protection vessels are being given intensive courses on the fishing industry.

The courses, which cover types of fishing gear used, mesh sizes for various catches, sessonal distribution of fish species, and parficularly the latest national and EEC regulations gover-

type of fishing.

Intensive

So far two courses have Skipper Peter Hood and son, Peter Hood Jnr.

College.

The Navy has, for come Adam of Esst Street, St. Monance and his four crew members were clinging for their time, been running intensive likely to serve in chips Now the St. Abbe fishermen have been told they ore to receive the Shipwrecked Fishermen and Marinere Society Emile patrolling the 200-mile zona. These courses are provided at Robin' sward for the most outstanding the Brittania Royal Naval College, Dartmouth.

studying fishing legislation.
They also hear lectures from
MAFF scientists on besic
biology and species identification.

Opportunities

This is followed by a week at various fishing ports and at the Grimsby Coilege of Technology for short instruc-

ionsi courses.
The Grimeby Trawler Officers' Guild is involved with the scheme and is heiping to provide opportunities for the naval officers to meet and telk to trawier skippers and mates. This will help them to learn at first hand the problems involved in this

been run and the next is planned for this month. Up to 12 officers a time join the course and are sccommodated at the Grimsby

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year PEP have an order for 12 machines which

they will begin producing

PRODUCT NEWS

The machine can pack between 45 end 60 packs a minute and needs only four operators. four operators.

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wili try out over one thousend possible combinations until the desired weight is achieved. This can all be done in less than one tenth of a second.

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Official and Classified

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Continued from Page 14

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March 11, 1977

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